



U.S. Department
of Homeland Security

United States Coast Guard



LOCAL NOTICE TO MARINERS

MARCH WEEKLY SUPPLEMENT

NOTICE NUMBER 11/04
March 16, 2004

NIS watchstander, 24 hours a day at (703) 313-5900

**** INTERNET ADDRESS ****
<http://www.navcen.uscg.gov/lnm/d14/>

ISSUED BY: Commander, Fourteenth Coast Guard District (oan)
PJKK Federal Building, Room 9-236
300 Ala Moana Boulevard
Honolulu, HI 96850-4982
Telephone: (808) 541-2316 Nights: (808) 541-2500 Fax: (808) 541-2309
Email: sholman@D14.uscg.mil

Navigation information having been of immediate concern to the Mariner, and promulgated by the following broadcasts, has been incorporated in this notice when still significant:

- ⇒ CCGD14 (D14) BNM's: 090-04 to 097-04
- ⇒ COGARD MARIANA SECTION (MARSEC) BNM's: 033-04 to 034-04

NOTES:

- (1) Unless otherwise indicated, missing and destroyed structures are presumed to be in the immediate vicinity. Mariners should proceed with caution.
- (2) The Local Notice to Mariners is published in its entirety once a month. The Monthly Edition should be retained as a reference for subsequently issued Weekly Supplements. The Weekly Supplements will be published in intervening weeks and will contain only new information with the exception of DISCREPANCIES-DISCREPANCIES CORRECTED section that is an accurate list maintained each week.

REFERENCES: Light List, Vol. VI, Pacific Coast and Pacific Islands, 2003 Edition (COMDTPUB P16502.6).
U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, and Hawaii (35th Edition).

REPORT DEFECTS IN AIDS TO NAVIGATION TO THE NEAREST COAST GUARD UNIT

I. SPECIAL NOTICES

SPECIAL NOTICE – INTERNET DELIVERY OF LOCAL NOTICES TO MARINERS

To improve service and reduce costs, the U.S. Coast Guard is moving to issuance of the Local Notices to Mariners (LNM) exclusively via the internet. Recently, we revised our Aids to Navigation (AtoN) Manual (COMDTINST M16500.7) to authorize elimination of printed LNM. Effective April 1, 2004, the U.S. Coast Guard will no longer print and mail copies of each LNM. A notice concerning implementation of Internet delivery of LNM is available in the Federal Register dated March 2, 2004. The electronic versions of LNM appear on the Coast Guard Navigation Center's Website at <http://www.navcen.uscg.gov/lnm/default.htm>.

For many years, each Coast Guard district has printed and mailed LNM free of charge to any mariner requesting a subscription. LNM provide important safety information; however, the cost of printing and mailing has become prohibitive. Technology now allows us to provide LNM in a timelier and less costly manner via the Internet. All individuals are encouraged to register for List Server notification on the Navigation Center's Website, so when LNM are posted for the district(s) in which you are interested, you will receive automatic notification of their availability.

Internet delivery of the LNM is part of a much larger Coast Guard effort to integrate, improve, and streamline the collection and dissemination of all navigation safety information.

HI ISLANDS – KAHOO LAWE – ORDNANCE DETONATIONS

Planned ordnance detonations will be conducted around the island of Kahoolawe in an area bound by the following coordinates:

20-37-30N 156-32-48W, 20-34-48N 156-30-24W, 20-28-54N 156-30-24W, 20-28-06N 156-41-48W, 20-30-30N 156-44-12W, 20-33-12N 156-44-30W, 20-37-30N 156-36-24W, thence to the point of origin, effective 0800W-1700W on the following dates:

March 15-20, 2004, March 22-27, 2004, March 29-31, 2004. In the interest of safety, all vessels are requested to remain clear of the area.

HI ISLANDS – OAHU – OBSTRUCTION

Obstructions may be at or near the surface of the water within the security zone surrounding the Tesoro Single Point and the Chevron Conventional Buoy Moorings bound by the following coordinates: 21-16-25.8 N, 158-6-01.8 W; thence northeast to 21-17-21.0 N, 158-03-57.0 W; thence southeast to 21-16-28.2 N, 158-03-30.0 W; thence southwest to 21-15-31.8 N, 158-05-33.6 W; thence north to the beginning point.

II. DISCREPANCIES - DISCREPANCIES CORRECTED

Abbreviations normally used in the Local Notice to Mariners

BNM – Broadcast Notice to Mariners	TRLB – Temporarily Replaced by Lighted Buoy
LNM - Local Notice to Mariners	TRUB – Temporarily Replaced by Unlighted Buoy
IMPCHA- Improper Characteristics	TLB – Temporary Lighted Buoy
TUB – Temporary Unlighted Buoy	TDBN – Temporary Daybeacon
TLT – Temporary Light	INOP – Inoperative
REDINT – Reduced Intensity	

Shaded text denotes new discrepancy since last LNM.

DISCREPANCIES: Federal Aids:

LLNR	Name of Aid	Status	Chart Affected (Largest Scale)	BNM Reference	LNM Reference
28476	Lahaina Boat Basin Lighted Buoy 1	EXTINGUISHED	19348	096-04	11/04
29175	Honolulu Channel Entrance Lighted Buoy H	RACON INOP	19367	059-04	06/04
29725	Haleiwa Harbor Buoy 4	OFF STATION	19357	027-04	03/04

DISCREPANCIES: Private Aids:

LLNR	Name of Aid	Status	Chart Affected (Largest Scale)	BNM Reference	LNM Reference
28411.2	Kihei Boat Ramp Daybeacon 2	MISSING	19347	047-04	05/04
28411.3	Kihei Boat Ramp Daybeacon 3	MISSING	19347	048-04	05/04
28411.4	Kihei Boat Ramp Daybeacon 4	MISSING	19347	049-04	05/04
28427	Maalaea Basin Channel Buoy 1	MISSING	19350	079-04	09/04
28480	Lahaina Boat Basin Lighted Buoy 3	EXTINGUISHED	19348	050-04	05/04
29110	Ala Wai Boat Harbor Channel Daybeacon 3	MISSING	19369	341-03	01/04
29115	Ala Wai Boat Harbor Channel Daybeacon 4	TRUB	19369		10/01
30811.3	Agat Small Boat Harbor Light 3	DAYBOARD MISSING	81048	084-02	51/03

II. DISCREPANCIES - DISCREPANCIES CORRECTED (Cont.)

DISCREPANCIES: FAD Buoys:

Name of FAD	Assigned Location	Assigned Position	Status	Chart Affected (Largest Scale)	LNMR Reference
AA	Port Allen, Kauai	21-49-18N 159-36-36W	MISSING	19004	09/04
LA	Lahaina, Maui	20-41-00N 156-42-30W	EXTINGUISHED	19347	03/04
RN	Palima Point, Hawaii	19-07-48N 155-23-30W	MISSING	19004	09/04

DISCREPANCIES CORRECTED: Federal Aids:

LLNR	Name of Aid	Status	Chart Affected (Largest Scale)	BNM Reference	LNMR Reference
30215	Pago Pago Harbor Lighted Buoy 5	WATCHING PROPERLY	83484	002-04	03/04
30235	Steps Point Light	WATCHING PROPERLY	83484	007-03	40/03
30875	Tanapag Harbor Range Front Light	WATCHING PROPERLY	81076	018-04	07/04

DISCREPANCIES CORRECTED: Private Aids: (None)

DISCREPANCIES CORRECTED: FAD Buoys: (None)

III. TEMPORARY CHANGES – TEMPORARY CHANGES CORRECTED

TEMPORARY CHANGES:

LLNR	Name of Aid	Status	Chart Affected (Largest Scale)	BNM Reference	LNMR Reference
29425	Pearl Harbor Lighted Buoy 11	TEMP REMOVE, DREDGING	19366	217-03	32/03
29535	Pearl Harbor West Loch Lighted Buoy 6	TEMP REMOVE, DREDGING	19366	217-03	32/03
29540	Pearl Harbor West Loch Lighted Buoy 7	TEMP REMOVE, DREDGING	19366	217-03	32/03
29543	Pearl Harbor West Loch Lighted Buoy 8	TEMP REMOVE, DREDGING	19366	217-03	32/03

TEMPORARY CHANGES CORRECTED: (None)

IV. CHART CORRECTIONS:

AD YR Astronomic Datum (Year)
 BABSAD BAB South Astro Datum
 LD Local Datum
 WGS YR World Geodetic System (Year)

NAD YR North American Datum (Year)
 OHD Old Hawaiian Datum
 GUAM YR Guam Datum (Togcha)

Corrective action effecting charts is contained in this section. Chart Corrections are listed numerically by chart number beginning with the lowest and progressing through all charts affected. The correction listed pertains to that chart only. *It is up to the mariner to decide which charts are to be corrected.* The following example explains the individual elements of a typical correction.

Chart Number	Chart Edition	Edition Date	Last Local Notice to Mariners	Horizontal Datum Reference	Source of Correction	Current Local Notice to Mariners
↓	↓	↓	↓	↓	↓	↓
19320	16Ed.	12/14/1996	LAST LNM 50/00	WGS 84	(CCGD 14)	24/02
ISLAND OF HAWAII						
Change	Coconut Point Directional Light to: F G 38ft 10M				at	19-43-36.8 N 155-05-10.2 W
↑	↑					↑
Corrective Action	Object of Corrective Action				Position	(Degrees, minutes, seconds and tenths)

IV. CHART CORRECTIONS: (Cont.)

A chart correction followed by:

(Temp) indicates that it is temporary in nature.

P indicates that it is preliminary, and that permanent corrective action will appear in a future Local Notice to Mariners.

The letter **M** immediately following the chart number indicates that the correction should be applied to the metric side of the chart only.

The letter **N** preceding the current Local Notice to Mariners number indicates that the affected chart is on Limited Distribution and is normally only for use by U.S. Navy, government-owned or government chartered vessels. Courses and bearings are given in degrees clockwise from 000° T. Bearings of light sectors are toward the light from seaward. The nominal range of lights is expressed in nautical miles.

50	6Ed.	06/2003	LAST LNM 22/03	NAD 83	(CCGD 14)	11/04
			NORTH PACIFIC OCEAN – EASTERN PART			
	Relocate	NOAA Data Buoy 51001 from 23-24-08.4 N 162-15-58.0 W to 23-25-55.0 N 162-12-28.0 W				
530	30Ed.	02/19/1983	LAST LNM 10/04	NAD 83	(CCGD 14)	11/04
			SAN DIEGO TO ALEUTIAN ISLANDS AND HAWAI'IAN ISLANDS			
	Relocate	NOAA Data Buoy 51001 from 23-24-08.4 N 162-15-58.0 W to 23-25-55.0 N 162-12-28.0 W				
540	17Ed.	01/2004	LAST LNM 10/04	WGS 84	(CCGD 14)	11/04
			HAWAI'IAN ISLANDS			
	Relocate	NOAA Data Buoy "51001" from 23-24-08.4 N 162-15-58.0 W to 23-25-55.0 N 162-12-28.0 W				
	Change	NOAA Data Buoy "51001" characteristics to Y, ODAS "51001", Fl (4) Y 20s PA at 23-25-55.0 N 162-12-28.0 W				
19007	16Ed.	02/12/1994	LAST LNM 10/04	WGS 84	(CCGD 14)	11/04
			HI - HAWAI'I TO FRENCH FRIGATE SHOALS			
	Relocate	NOAA Data Buoy 51001 from 23-24-08.4 N 162-15-58.0 W to 23-25-55.0 N 162-12-28.0 W				
19016	10Ed.	05/2003	LAST LNM 19/03	NAD 83	(CCGD 14)	11/04
			HI - NI'IIHAU TO FRENCH FRIGATE SHOALS			
	Relocate	NOAA Data Buoy 51001 from 23-24-08.4 N 162-15-58.0 W to 23-25-55.0 N 162-12-28.0 W				
19320	16Ed.	12/14/1996	LAST LNM 04/04	WGS 84	(CCGD 14)	11/04
			HI – ISLAND OF HAWAII			
	Relocate	Pohoiki Bay Breakwater Light 2 from close NW to 19-27-19.1 N 154-50-26.0 W				
19342	10Ed.	12/2003	LAST LNM 51/03	WGS 84	(CCGD 14)	11/04
			HI – ISLAND OF MAUI – KAHULUI HARBOR AND APPROACHES			
	Add	Kahului Boat Ramp Range Front Daybeacon, RW Bn Priv at 20-53-42.7 N 156-28-43.1 W				
		(Inset)				
	Add	Kahului Boat Ramp Range Rear Daybeacon, RW Bn Priv at 20-53-42.1 N 156-28-44.8 W				
		(Inset)				

V. NEW ADVANCE NOTICE OF CHANGES IN AIDS TO NAVIGATION

VI. NEW PROPOSED CHANGES IN AIDS TO NAVIGATION

The Coast Guard proposes lighting equipment changes to Kailua Bay Entrance Directional Light (LLNR - 28180), which will result in a reduction of nominal range from 12NM to 9NM. This would affect charts 19320, 19327, and 19331. Comments or questions may be directed to the Coast Guard at (808) 541-2318.

VI. NEW PROPOSED CHANGES IN AIDS TO NAVIGATION (Cont.)

Periodically the Coast Guard evaluates the system of Aids to Navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing the aids is considered. In this regard the Coast Guard is evaluating changes in aids to navigation as noted below. Comments are requested, and should be addressed to:

Barbers Point Harbor
USCGC KUKUI (WLB-203)
400 Sand Island Parkway
Honolulu, Hawaii 96819-4398
Attn: WAMS Officer
(808) 541-2420
Jgatz@cgckukui.uscg.mil

All comments submitted should include the following information:

- (a) Quantity, type, capacity and value of vessels involved, and the extent that these vessels traverse the area under consideration seasonally, by day, and by night.
- (b) Where practicable, the type of navigation devices, such as compasses, radio direction finder, radar, loran, and search lights, with which such vessels are equipped.
- (c) The number of passengers and the type, quantity, and value of cargo involved.
- (d) A chart section or sketch showing the action proposed when necessary to clearly describe the recommended improvement.

Comments are requested by April 30, 2004

VII. GENERAL

DEPARTMENT OF HOMELAND SECURITY- REPORTS OF SUSPICIOUS ACTIVITIES

The Department of Homeland Security (DHS) encourages the maritime public to report information concerning suspicious activity to their local Federal Bureau of Investigation (FBI) Joint Terrorism Task Force (JTTF) office, <http://www.fbi.gov/contact/fo/fo.htm>, or to other appropriate authorities. Individuals can contact the DHS watch and warning unit at (202) 323-3205, toll free at 1-(888) 585-9078, or by e-mail to nipc.watch@fbi.gov. The U.S. Coast Guard reminds the maritime industry that they may also report information concerning suspicious activity to the National Response Center (NRC) at 1-(800) 424-8802.

MARINE EVENTS:

The following marine events are of interest to mariners. All mariners are cautioned that event areas warrant prudent seamanship and that all Federal, State and Local regulations apply.

Sponsors and organizers frequently set up event areas prior to the actual activity. Additionally, post event clean-ups may be required. Mariners are urged to exercise caution in and around event areas prior to and after the published event times.

Event and Location	Date	Activity	Sponsor
HILTON HAWAIIAN VILLAGE FIREWORKS DISPLAY Waikiki, Oahu	March 19, 2004 7:30PM – 8:00PM	Fireworks	Hawaii Explosives & Pyrotechnics, Inc.
HARBOR POINTE CHALLENGE Kekaha Kai State Park, Hawaii	March 20, 2004 7:30PM – 4:00PM	Canoe Race	Harbor Pointe Financial
KONA SAILING CLUB REGATTA Waters North of Honokohau Harbor, Hawaii	March 21, 2004 10:00AM – 3:00PM	Sailboat Race	Kona Sailing Club
HILTON HAWAIIAN VILLAGE FIREWORKS DISPLAY Waikiki, Oahu	March 26, 2004 7:30PM – 8:00PM	Fireworks	Hawaii Explosives & Pyrotechnics, Inc.

VIII. CORRECTIONS TO LIGHT LIST VOLUME VI: PACIFIC COAST & PACIFIC ISLANDS 2003

(1) Number	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks	LNM
28380.5	- Range Front Daybeacon	20 53 43 N 156 28 43 W *		6		KRW on post.	Private aid.	11/04
28381	- Range Rear Daybeacon	20 53 43 N 156 28 45 W *		12		KRW on post.	Private aid.	11/04

IX. ADDITIONAL ENCLOSURES

Enclosure (1) High Seas Drift Nets Information.

Enclosure (2) U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, and Hawaii, 2003 (35th) Edition, Change No. 33

Enclosure (3) U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, and Hawaii, 2003 (35th) Edition, Change No. 34

Enclosure (4) Federal Register/Vol. 69, No. 41/Tuesday, March 2, 2004/Notices

END OF CCGD 14 LOCAL NOTICE TO MARINERS NO. 10/04

C. D. WURSTER
Rear Admiral, U. S. Coast Guard
Commander, Fourteenth Coast Guard District

Notice to Mariners

Request for information on the use of large-scale driftnets on the high seas:

The United States Coast Guard (USCG) requests mariners be on the lookout for and report any observed driftnets or vessels engaged in driftnet fishing on the high seas (more than 200NM from shore). Sighting information may be made to any of the following Coast Guard offices:

Offices	Phone	Fax	Telex	Email
USCG Pacific Area Alameda, CA	1-800-246-7236 1-510-437-3701	1-510-437-3017	230172343	OD11/Pacarea@d11.uscg.mil
USCG 14th District Honolulu, HI	1-800-331-6176 1-808-541-2500	1-808-541-2123		D14ccdutyofficer@D14.uscg.mil
USCG 17th District Juneau, AK	1-800-478-5555 1-907-463-2000	1-907-463-2023	49615066	D17-cc@cgalaska.uscg.mil

Illegal high seas driftnet (HSDN) fishing has historically been conducted in the Northwest Pacific Ocean. Mariners following great circle routes between North America and Asia are most likely to encounter this activity. Fishing activity normally takes place between April 1st and August 31st. However, illegal activity may occur in other areas and at other times of the year.

Information desired include date, time, position, description of gear/vessel, and observed activity. Video or photographs are highly desired.

HSDN Fishing Vessel Characteristics:

HSDN fishing vessels typically range from 120 to 200 feet in length and are usually in fair to poor condition. Distinguishing characteristics include:

- Net tube: A large, usually white tube, which extends from the working deck to the net bin located aft. This tube is about two feet in diameter, runs along the port or starboard side of the superstructure, and is clearly visible from both the surface and air.
- Net bin: A structure normally located on an aft deck in which the nets are stored.
- Net spreader: A triangular or roller net spreading device, which prevents the net from becoming entangled as it enters the water. While only visible from the stern, this is one characteristic, which clearly distinguishes a HSDN fishing vessel from a longline or other fishing vessel.
- Transponders: The radio transponders are approximately 4-6 feet tall, are used to mark the end of a net and are normally stored in racks on the weather decks.

When the net is in the water, it is normally suspended using cylindrical floats spaced every few feet, similar to swimming pool lane markers, with the ends of the nets marked with radio transponders. Other types of floats may be used, including larger spherical floats about 2-3 feet in diameter. The driftnets may vary from a couple hundred yards to several nautical miles in length.

Your assistance is greatly appreciated,

United States Coast Guard

Enclosure (1)

Publication-National Ocean Service-U.S. Coast Pilot 7, Pacific Coast:
California, Oregon, Washington, Hawaii, and Pacific Islands, 2003 (35th)
Edition. Change No. 33.

Coast Pilot 7 35th 2003

Corrections

Page 248-Paragraph 98, lines 16-24;
read:
the entrance.

In January 2003, the
controlling depths were 8.2 feet
(14.1 feet at midchannel) in the
dredged entrance channel to the
highway bridge; general depths of
15 to 17 feet are available in
Mariners Basin (except for lesser
depths along the edges) and a depth
of 20 feet in Quivira Basin (except
for lesser depths along the W
edge.) A rock groin extends about
150 yards NW from ...

(BP 180499)

Page 273-Paragraph 508, lines 3-4;
read:
is just N of the entrance basin. In
August 2003, the controlling depths
were 13.7 feet (18 feet at
midchannel) in the entrance channel
(except for shoaling to 8.5 feet
near the NW edge of the channel,
just S of the inshore end of the N
jetty light); thence in ...

(BP 181817)

Page 269-Paragraph 444, lines 5-14;
read:
and the detached breakwater. In
January-February 2003, the
controlling depths were 12.4 feet
in the entrance channel between the
jetties to the harbor channel;
thence in 1999-March 2000, 9.5 feet
in the harbor channel; thence in
March 2000, 10 feet in the basins
off the harbor channel. The outer
ends of the jetties at the entrance
should be given a wide berth. The N
and S ends of the detached ...

(BP 180498)

Page 346-Paragraph 470, lines 6-8;
read:
another 0.2 mile above the turning
basin. In March 2003, the
controlling depths were 2.1 feet

(5.5 feet at midchannel) to the
mouth of ...

(BPs 180452-53)

Page 347-Paragraph 484, lines 2-6;
read:
Pablo Bay to the mouth of the
Petaluma River. In April 2003, the
controlling depths were 3.7 feet
(7.3 feet at midchannel) in the
dredged channel to the mouth of the
river; ...

(BPs 180627-31)

Page 388-Paragraph 6, lines 18-22;
read:
the E jetty. In September 2003, the
controlling depths were 12 feet for
a mid-width of 100 feet in the
entrance channel to the turning
basin, thence 6 to 10 feet in the
basin, thence 6 feet in the
entrance to the lower small-craft
basin and 4 to 8 feet in the ...

(BP 181849)

Page 389-Paragraph 33, lines 5-7;
read:
marked by uncharted seasonal
private buoys. In April 2003, the
controlling depth was 8 feet in the
dredged channel.

(BP 180653)

Page 399-Paragraph 159, lines 4-14;
read:
river channel for about 0.7 mile in
the head of the project. The
channel is marked at the entrance
by two lights. In March 2003, the
controlling depth was 9 feet in the
dredged channel (except for lesser
depths to 6 feet along the W edge
of the channel near the head of the
project.) Berths with electricity,
gasoline, ...

(BP 180461; 05/93 CG13; LL/94; CEM-
Portland/95)

Page 399-Paragraph 160, lines 4-7;
read:

(Enclosure 2)

the bay is marked by a light and a daybeacon. In March 2003, the controlling depth was 11 feet from the entrance at the main river channel to the head of the project (except for a lesser depth of 10 feet along the W edge of the channel in about 43°40'54"N., 124°10'59"W.) The village of **Winchester Bay** is a fishing resort ...

(BP 180461)

Page 450-Paragraph 100, read:

In April 2003, a depth of 19.6 feet was available in the N entrance and a depth of 14.1 feet was available in the S entrance, thence depths of 9 to 16 feet were available in the cove (except for shoaling along the SW edge of the breakwater.) Lesser depths are near both entrance channel edges and breakwaters.

(BP 181358)

Page 613-Paragraph 745, lines 4-8; read:

In May 2003, the controlling depth was 37 feet for a mid-width of 180 yards in the entrance channel, thence depths of 30 to 35 feet were available in the basin (except for lesser depths along the S edge.)

(BP 181397)

Coast Pilot 7 35th 2003

Corrections

Page 242-Paragraph 24, lines 8-11;
read:
obscures the old lighthouse. From
inside the bay, prominent objects
along the crest of the ridge are a
...

(BP 182313)

Page 251-Paragraph 142, read:

In March 2003, the controlling
depths were 14.4 feet (16.4 feet at
midchannel) in the entrance (except
for shoaling to 9.8 feet near the S
edge of the channel along the S
breakwater), thence 9.8 feet in the
channel that leads WNW to the W
basin (except for shoaling to less
than a foot in the left half of the
channel opposite Daybeacon 14); the
entrance to the E basin had a depth
of 9.8 feet. The harbor is well
protected from all sides.

(BP 180497)

Page 253-Paragraph 176, lines 7-9;
read:
and regulations.) In May 2003, the
controlling depths were 36 feet at
midchannel, 34 feet in the left
outside quarter, and 30 feet in the
right outside quarter to the
turning basin, thence 33 feet in
the basin. The channel ...

(BPs 181031-32)

Page 334-Paragraph 369, lines 4-8;
read:
Metropolitan Oakland International
Airport. In April 2003, the
controlling depths were 5.4 feet in
the entrance channel to the harbor,
thence 6 feet in the channel that
branches E (except for a few
shallower depths to 4.2 feet along
the edges) and 5.6 feet in the
interior channel leading N then E.
The ...

(BPs 180542-48)

Page 492-Paragraph 387, lines 15-
16; read:
March 2003, the controlling depth
was 6.1 feet for a width of 100
feet from Skagit Bay to Padilla
Bay.

(BPs 181899-910)

Page 614-Paragraph 762, lines 7-9;
read:
station. In April 1999-May 2003,
the controlling depths were 9 feet
for a mid-width of 30 yards; thence
in May 2003, 12 feet in the basin
(except for lesser depths along the
S edge), thence 7 feet in the
channel along the S side of the
harbor.

(BP 181398)

Page 615-Paragraph 780, lines 2-7;
read:
entrance channel and harbor basin.
Lighted and unlighted buoys mark
the W and N limits of Hanapepe Bay.
In May 2003, depths in the entrance
and basin were 30 to 34 feet
(except for gradual shoaling to 14
feet in the N corner.)

(BP 181396; LL/04; CEM-Honolulu/83)

Contact Person: Gamil C. Debbas, PhD, Scientific Review Administrator, Center for Scientific Review, National Institutes of Health, 6701 Rockledge Drive, Room 5170, MSC 7844, Bethesda, MD 20892, (301) 435-1018, debbasg@csr.nih.gov.

(Catalogue of Federal Domestic Assistance Program Nos. 93.306, Comparative Medicine; 93.333, Clinical Research, 93.306, 93.333, 93.337, 93.393-93.396, 93.837-93.844, 93.846-93.878, 93.892, 93.893, National Institutes of Health, HHS)

Dated: February 24, 2004.

LaVerne Y. Stringfield,

Director, Office of Federal Advisory Committee Policy.

[FR Doc. 04-4534 Filed 3-1-04; 8:45 am]

BILLING CODE 4140-01-M

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[USCG-2004-17080]

Local Notices to Mariners—Changes in Distribution Methods

AGENCY: Coast Guard, DHS.

ACTION: Notice.

SUMMARY: The Coast Guard is changing the way in which we make Local Notices to Mariners available to the public. We will continue to publish electronic versions of these notices and make them available free of charge via the Internet, but we will no longer print and mail copies of each notice.

DATES: This change takes effect April 1, 2004.

ADDRESSES: Although we are not requesting them, you may make comments on this change. To make sure that your comments and related material are not entered more than once in the docket, please submit them by only one of the following means:

(1) Electronically through the Web site for the Docket Management System at <http://dms.dot.gov>.

(2) By mail to the Docket Management Facility, (USCG-2004-17080), U.S. Department of Transportation, room PL-401, 400 Seventh Street SW., Washington, DC 20590-0001.

(3) By fax to the Docket Management Facility at 202-493-2251.

(4) By delivery to room PL-401 on the Plaza level of the Nassif Building, 400 Seventh Street SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202-366-9329.

The Docket Management Facility maintains the public docket for this notice. Comments and material received

from the public will become part of this docket and will be available for inspection or copying at room PL-401 on the Plaza level of the Nassif Building, 400 Seventh Street SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. You may also find this docket on the Internet at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT: For further information about the substance of this notice, contact Mr. Frank Parker, Office of Aids to Navigation, Commandant (G-OPN), U.S. Coast Guard, 2100 Second Street, SW., Washington DC 20593; telephone (202) 267-0358, fax (202) 267-4222, e-mail fparker@comdt.uscg.mil. If you have questions on viewing or submitting material to the docket, call Andrea M. Jenkins, Program Manager, Docket Operations, telephone 202-366-0271.

SUPPLEMENTARY INFORMATION: The Coast Guard has statutory and treaty obligations to make navigation information available to the public. Local Notices to Mariners (LNMs) are our primary means for communicating information pertaining to individual Coast Guard Districts. LNMs provide important safety information that is available nowhere else, and are distributed free of charge to subscribers. However, the cost of printing and mailing LNMs has become prohibitive. Technology now allows us to provide LNMs in a more timely and less costly manner via the Internet. The Coast Guard has published electronic (Internet) LNMs successfully for several years. Electronic LNMs appear on the Coast Guard Navigation Center's Web site at <http://www.navcen.uscg.gov/lnm/default.htm>. Recently, we revised our Aids to Navigation (ATON) Manual (COMDTINST M16500.7) to authorize elimination of printed LNMs. The last printed LNMs will be distributed April 1, 2004.

LNMs are referred to in two Coast Guard regulations, 33 CFR 62.21 and 33 CFR subpart 72.01. They relate to Coast Guard agency management and, under the Administrative Procedure Act (5 U.S.C. 551 *et seq.*), they can be amended without public notice and comment. We expect to revise these regulations to eliminate obsolete references to print distribution, as part of our forthcoming 2004 technical amendments to Title 33 of the CFR. Moreover, insofar as these regulations pertain to LNMs, they are general policy statements without binding effect either on the public or on the Coast Guard. We intend the present Notice, along with the notices we will convey directly to our LNM print and electronic subscribers, to inform the

public of the Coast Guard policy change eliminating printed distribution of LNMs, which was effected through revision of our ATON Manual.

Dated: February 20, 2004.

Jeffrey J. Hathaway,

Rear Admiral, U.S. Coast Guard, Director of Operations Policy.

[FR Doc. 04-4579 Filed 3-1-04; 8:45 am]

BILLING CODE 4910-15-P

DEPARTMENT OF HOMELAND SECURITY

Federal Emergency Management Agency

Agency Information Collection Activities: Proposed Collection; Comment Request

AGENCY: Federal Emergency Management Agency, Emergency Preparedness and Response Directorate, Response Division, Department of Homeland Security.

ACTION: Notice and request for comments.

SUMMARY: The Federal Emergency Management Agency, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on a revision of a currently approved collection. In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3506(c)(2)(A)), this notice seek comments concerning the EMI Independent Study Course Enrollment Application.

SUPPLEMENTARY INFORMATION: The Robert T. Stafford Disaster Relief and Emergency Act Pub. L. 93-288, as amended authorize training programs for emergency preparedness. The information obtained from the Emergency Management Institute (EMI) form will be used for independent study course enrollment and to provide course materials to applicants. Applicants can select as many courses as they want, but they will be actively enrolled in only one course at a time. When applicants complete each course with a passing score, new course material from the course menu selection will be sent to applicants.

Collection of Information

Title: EMI Independent Study Course Enrollment Application.

Type of Information Collection: Revision of a currently approved collection.

OMB Number: 1660-0046.

Form Numbers: 95-23.